

Bridgeport Evening Farmer

VOL. 51—NO. 127

TWENTY-FOUR PAGES TODAY

BRIDGEPORT, CONN., FRIDAY, MAY 28, 1915

PAGES 1 TO 16

PRICE TWO CENTS

ENGLISH AND DANISH VESSELS ARE BLOWN UP BY COAST BLOCKADERS

Passengers and Crew of British Steamer Cadeby Are Taken Off After Ship Is Halted By Shot Across Bows—Hull Is Then Riddled By Gunfire From Submarine.

Danish Steamer Ely is Sunk, and Crew is Saved—Another British Ship Evades Attack After Long Chase—Russians in Przemysl Fortress Facing Onslaught.

Penzance, Eng., May 28.—The British steamer Cadeby has been sunk off the Scilly Islands by gunfire from a German submarine. All those on board the vessel, including four passengers, were saved.

After firing a shot to halt the Cadeby, the submarine ceased firing while the crew and passengers took to the boats. She then opened fire again. It required thirty shots to sink the vessel.

The crew of 18 men and the four passengers were later rescued by a fishing smack. The steamer Cadeby was of 677 net tons register and 225 feet long. She was owned in Glasgow.

Danish Steamer Sunk
Copenhagen, Denmark, May 28.—The Danish steamer Ely struck a mine off Stockholm yesterday and sank. Her crew was saved.

The Ely was bound from England for Sundsvall, Sweden, with a cargo of coal.

British Steamer Attacked
Liverpool, May 28.—The British steamship Argyshire, which left Sydney, N. S. W., May 16, has been sending out wireless signals after having been attacked by a German submarine, according to information received in shipping circles.

The Argyshire reached port safely later in the day. The harbor into which she put has not been announced.

AUSTRIANS PUSHING ATTACK ON PRZEMYSL

London, May 28.—The fortress of Przemysl, garrisoned this time by Russians instead of Austrians, is once more threatened with investment. Just as the Russians, after surrounding Przemysl and starving out its Austrian garrison, forced the surrender of the fortress on March 22, so Austro-German troops, which have driven a wedge through central Galicia, are endeavoring to serve their enemy.

According to Vienna reports progress is being made in both directions and if the advance is not checked Przemysl will either be isolated from the rest of the Russian army or the Russian troops which fell back to the San will be forced into further retreat. This situation in Galicia is unquestionably of great strategic importance at the present time and even the British press concedes that the position of Przemysl is serious. It is described as the key to the whole Russian position in Galicia and its fall will mean that the railroad running eastward to Lemberg, the main artery of the Russian supplies in this region will fall into Austrian hands. Reports that this railroad line already had been severed are without confirmation today.

Fighting along the Austro-Italian frontier still is in the development stage. There is virtually no change on the western battle front and the British and the French admit that the Turks are so strongly entrenched on the Gallipoli peninsula that only siege warfare can be waged there.

Germany Admits Reverse

Berlin, May 28.—A reverse at the hands of the Russians in the fighting along the river San in central Galicia is announced in today's statement from the war office. It is said the Germans in the region of Sienwa, on the left bank of the river, were forced back and lost six cannon. The German positions, according to this announcement, were not defended by strong forces.

Geneva, May 28.—A despatch has been received at Basel saying that Germany will formally declare war on Italy within the next 48 hours, and that Turkey will make her declaration Italy later.

FRENCH LINER AGROUND, 900 PASSENGERS TAKEN OFF BY UNKNOWN VESSEL

Nantes, France, May 28.—The steamer La Champagne of the French Trans-Atlantic line is ashore near St. Nazaire. She is badly damaged. The 900 persons on board of her have been taken off.

Paris, May 28.—Officials of the French line here say that all the passengers on La Champagne have been landed at St. Nazaire and that there is no need of anxiety as to the safety of the vessel. They state that she was not torpedoed. The name of the steamer which took of La Champagne's passengers is unknown at the company's office in Paris. Representatives of the company express the opinion that the stranding of the vessel was an accident.

Object of Alleged Plot.
La Champagne was engaged in trans-Atlantic trade between Central and South American ports and France. She was last reported as having sailed from Cologne on May 7.

The steamer was built in St. Nazaire in 1886. Her net tonnage is 2,060. She is 495 feet long and 52 feet beam.

A plot to blow up La Champagne was reported last February in a despatch from Madrid to a Paris newspaper. According to this despatch it was stated on her arrival at Copacabana from Mexico that the plot had been frustrated by a wireless message received aboard the ship. This message was said to have conveyed the information that a man on board, believed to be a German, intended to destroy the vessel. The man was arrested and the despatch said, five dynamite bombs were found in his trunk.

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CAPITAL SILENT ON ATTACK ON NEBRASKAN; AFFIDAVIT OF CAPTAIN NOW AWAITED

Washington, May 28.—American government officials today awaited with keen interest the affidavit of Captain Green, of the American steamship Nebraska, regarding the explosion that damaged his ship off the coast of Ireland on Tuesday night. Ambassador Page at London had cabled that the result of the investigation, introduced by the incident had been given to Lieutenant Powers, naval attaché of the embassy at Liverpool and that it would be forwarded at once. In unofficial advice received here, Captain Green, who arrived with his ship at Liverpool last night, is quoted as saying that although he saw no submarine, he was certain that the ship was torpedoed. An examination was to be undertaken in Liverpool today by American Naval Constructor McBride to determine, if possible, whether the Nebraska was damaged by a mine or a torpedo. Pending the receipt of the contractor's report, decision as to action of the American government probably will be deferred. Secretary Bryan said that an investigation report had been received from London on the investigation of the explosion which damaged the Nebraska but that nothing would be made public until the report of naval experts had been received. Department officials said the full report of the investigation would be cabled as soon as possible by Ambassador Page.

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ARMS CO. LABOR TROUBLES NOW ARE NEAR END

Most of the Strikers Return to Work on Order of Union Officers.

CONTRACTORS SAY HELP IS AMPLE

Squad of Police Finds No Need to Molest Groups of Onlookers.

Amicable adjustment was made today of the differences between the 300 striking bricklayers and James Stewart & Co., contractors for the new Bridgeport Arms Company plant. This morning, said Superintendent C. C. Greist, the contractors had 80 percent of their full quota of bricklayers at work.

The basis of the adjustment was as follows: The bricklayers are to work nine hours a day, instead of eight, the extraordinary double pay therefor. This will bring their daily wage to \$6. This is in lieu of the strikers' demands for 70 cents an hour instead of 60 cents.

Bricklayers will be paid in the buildings on Saturday, instead of being compelled to wait in line at the office. The bricklayers will have two entrances to the plant instead of one. Both these innovations are concessions to the men, in that they modify the double check system and will facilitate the process of paying-off.

In anticipation of possible trouble a squad of policemen under Captain John H. Redgate and Sergeant Thomas Flood was sent to the plant early this morning. They had nothing to do, as the men returned to work without any demonstration.

The adjustment of differences followed the visit here yesterday of George Thornton, vice president of the Bricklayers' and Plasterers' International Union. At a meeting yesterday afternoon and last night, he told the strikers that they were acting in violation of union agreements with the contractors, and proffered them the terms which the company would meet. Rejection of the compromise and their refusal to return to work would render them liable to suspension and fine by the union, he told them. The men decided to return.

Superintendent C. C. Greist, in charge of the construction work, said that 80 percent of the full force of bricklayers were at work this morning.

"Did all the men who walked out return to the job?" he was asked. "All that we wanted," he answered briefly.

It is understood that some of the bricklayers who were leaders in the walk-out have been refused reemployment.

Mr. Greist denied that any laborers had been laid off when the bricklayers walked out. A couple of hundred of them had quit, he said.

"Their places have been filled by others," he said. All morning there was a big crowd of men on the job. Most of them were men formerly employed at the plant. They were under the watchful eye of Capt. Redgate's police squad and contented themselves with talking things over in quiet, peaceful little groups. A large proportion of the laborers who were put to work today are negroes.

GETS A DIVORCE BECAUSE SPOUSE LOCKED HIM OUT

Barred From Her Room For Two Years, George Smith Wins Decree in Court.

Because his wife locked her door against him for two years, George W. Smith, cashier of the Bridgeport Chain Co., was granted a divorce this morning in the civil superior court from Frances S. Smith of Hillsdale, Mich. Smith said his wife is a believer in race suicide while he did not subscribe to that theory.

After staring at that locked door for two years, Smith offered no objection when his wife said she wanted to visit her parents in Michigan. She went May 29, 1911, and never returned to her husband. Smith wrote to her but she replied that she didn't care for married life. She resumed her maiden name of Frances Sherman and had decided to live in Michigan, she wrote Smith. The plaintiff testified that he was interested in church work, but his wife wasn't. They were married October 7, 1908.

Charles A. Smith, father of the plaintiff, said he had tried to reconcile the couple but failed. He lives in Stamford.

Judge Shumway granted the decree on the ground of desertion.

Governor Will Attend Gaylord Farm Meeting

Wallingford, Conn., May 28.—Word was received from Governor M. H. Holcomb today that he would be a guest of the Gaylord Farm Sanatorium Association at its annual meeting tomorrow. The business session will open shortly after 11 o'clock at the farm. President Charles F. Brooker, of Ansonia, will preside.

CITY HALL CLOSED
The city hall was closed this afternoon during the hours of the funeral of Mrs. Mary E. Wilson, mother of Mayor Wilson. A number of city officials attended the service. The city officials and city hall attached sent a handsome floral tribute.

Baltic Fighting Renewed.
Petrograd, May 28.—The Austro-German advance on Galicia having been checked, there appear new signs of widening German activity on the long fighting line from the Baltic southward. This front runs east of the east and west Prussian borders extends eastward to within thirty miles of Warsaw and passes on into southern Poland.

WEATHER FORECAST
Fair tonight; Saturday partly cloudy, warmer in interior, moderate north to northeast winds.

ASSESSORS IN AUTOMOBILE SMASH; FRANK J. HUGHES BADLY INJURED, SEVERAL OTHER OFFICIALS IN PERIL

DANIELS, GRAND SIRE, I. O. O. F., DIES SUDDENLY

Local Odd Fellows Shocked At Demise of Eloquent and Revered Officer.

Bridgeport lodges of the Independent Order of Odd Fellows will take action this week and next on the death of Judge Robert T. Daniels of Griffin, Ga., grand sire of the Sovereign Grand Lodge. Resolutions of respect will be adopted by the individual lodges.

The Arcanum lodge will meet this evening. Next week the executives of the lodge will gather and will act for the state.

Grand Master Harry C. Stevenson of this city, who was well acquainted with Grand Sire Daniels, said this morning: "The death of Judge Daniels will be a deep personal loss to every Odd Fellow in this city, for while they met him only a few minutes here, his personality and friendship to each one of them made an impression on them that they will not forget."

"Judge Daniels was a lovely fellow. He represented the true type of Southern gentleman. His bearing toward those he met designated him as a true gentleman. At his home in Georgia he was very hospitable."

"He was very pleased with his reception here and he greatly enjoyed his stay. He was pleased with the hospitality here."

Judge Daniels' visit was marked by an occurrence that was unique. After he talked to the Odd Fellows he had to fill an engagement in Chicago and he feared he could not get a train. Grand Master Stevenson telegraphed to Howard Elliott, president of the New Haven road, and the paternal Connecticut River Special stopped at the Bridgeport station and took aboard the grand sire, a thing unprecedented in this neighborhood.

The grand sire made the trip all the way from his home to come to this city. It was the first visit of a grand sire here in 30 years, since Charles M. Daniels, the head of the order and Grand Master Stevenson's father, William Stevenson, held the position now occupied by his son.

Judge Daniels died last night in Fitzgerald hospital, a complication of illness. He was stricken a few hours before while addressing the state convention of Odd Fellows.

The convention was turned into a lodge of mourning and adjourned. Judge Daniels, who was 57 years old, was inaugurated grand sire at the last session of the Sovereign Grand Lodge at Atlantic City, N. J. He had been for a number of years a superior court judge of Georgia.

ACTOR TAKES TRIP TO WOODS; WIFE LEAVES HIM FLAT

Sound Beach Resident Returns to Find Spouse Gone—Divorced.

Robert G. Strange, a former member of Louis Mann's theatrical company and Belva Cranston-Thomas, a demonstrator for the Home Fashion Co. of New York, were among the five petitioners who were granted divorces for desertion by Judge Shumway in the superior court this morning.

Strange lives in the Sound Beach summer colony in Stamford. He said he married Florence Stokell Strange in June, 1909. He went away on a hunting trip to Maine in May, 1911 and when he returned his wife had gone. He has not been able to locate her since. Mrs. Strange was a church choir singer, her husband said. They had numerous disputes before the wife finally decided to depart.

Belva Cranston-Thomas testified that her principal complaint against Fred Cranston-Thomas was his unwillingness to work. He had dreams of making lots of money but only awoke to the stern realities of life about two months in every year, during which time he worked. Meanwhile Mrs. Thomas was traveling as a demonstrator for fashion concerns. Thomas left her February 2, 1911. They were married March 2, 1904.

Ernest L. Fisher of this city was freed from Grace R. Fisher of parts unknown. The couple were married September 10, 1902. Mrs. Fisher's maiden name was Grace Dunsmore. The desertion took place August 28, 1909.

Charles Harris of this city was given a decree from Elizabeth Wood Harris of this city. They were married March 1, 1898 and the wife left Hartford August 25, 1909.

The last of the list was Harry C. Lansell of Stamford who was granted a divorce from Emma D. Lansell of Philadelphia, Pa. She left him March 5, 1909. Lansell said he thought his wife was fond of another man. The parties in the case were married in March, 1909.

Greek King Improved.
Washington, May 28.—An overnight cable from Athens to the Greek legation here reports continued general improvement in the condition of King Constantine. The physicians' bulletin forwarded to the legation says the royal patient's temperature is only slightly over normal.

Two Big Touring Cars Collide in Connecticut Avenue—Hughes Is Catapulted Out of Car Into Branches of Tree.

DRIVERS TELL STORIES TO POLICE; NEITHER IS HELD

Assessor O'Brien Suffers From Shock But Refuses to Enter Ambulance—Russell and Clerk Dowling Escape Lightly.

Four men, two of them members of the board of assessors, were injured, one of them dangerously, when two automobiles, one carrying the assessors' party, and one driven by George Burns, contractor, collided at the junction of Connecticut and Central avenues at 10:45 this morning.

INJURED.
Frank J. Hughes, president of the board of assessors, aged 56, 38 Washington avenue. In Bridgeport hospital. Injured about chest, scalp wounds, cuts on face. Suffers from shock and loss of blood.

Thomas O'Brien, assessor, aged 58, 594 Lafayette street. Wrenched back, bruises about chest. At home under physician's care.

John Dowling, map clerk of assessors, aged 36, 1159 Park avenue. Cuts over right eye, bruises.

Hugh J. Keegan, real estate dealer, driving his car for assessors, bruises of face, contusions, sprain of right wrist.

THOSE WHO ESCAPED INJURY.
George Burns, president of the Burns Co., general contractors, and former member of the board of fire commissioners.

William F. Russell, assessor, 564 Arctic street. Responsibility for the accident has not as yet been definitely fixed, although both Burns and Keegan after visiting the second precinct station, were sent to police headquarters and there permitted to depart upon their own recognition pending investigation.

Frank J. Hughes, the most seriously injured, who is reported to be resting comfortably at Bridgeport hospital is believed to have escaped death in a most remarkable manner, as he was thrown directly into the overhanging branches of a tree and after sustaining the shock against his chest fell to the sidewalk striking upon his head.

Two cars, a 60 horse-power Stevens belonging to Keegan, and a new 1915 Locomobile belonging to Burns were partially demolished.

According to the police, Burns, driving at a rate of speed between 20 and 35 miles per hour, was proceeding east on Connecticut avenue, driving in the middle of the street. Keegan, with the three members of the board of assessors and the clerk, were proceeding south on Central avenue toward Stratford avenue. As the two cars approached the intersection, the Burns car struck the car driven by Keegan on the right hand side, near the door. According to Keegan his car was lifted into the air and did not land upon the pavement until it reached the curbing at the southeast corner of the street. There it partly tipped over, spilling most of the party into the street.

Hughes in Back Seat.
Hughes sitting in the right hand side of the rear seat where the impact was greatest seemed to leave the car as the two collided. He was catapulted into a tree near the southeast corner, landing in the branches above the trunk. There his flight was broken and he dropped back onto the sidewalk, unconscious. All but Keegan were spilled out as the wheels crumpled under the car against the curbing. Keegan was pinned beneath the steering wheel and sprained his right wrist as he was thrown heavily against the side of his car.

Burns, sitting tight in his Locomobile, received no shock, according to his statements, not even being discommoted by the impact. His car was thrown violently around, following the course of the other until they both stood still head to head.

Calls were immediately sent for the emergency ambulance and the police, which were responded to by Dr. J. H. Flanagan, and Motorcycles Police Constables Liggins and Gerphy. The surgeon found Hughes to be severely out about the face, and in a semi-conscious condition. He complained of severe pains in his chest which was at first thought to be crushed.

After administering temporary relief to the others, Hughes, accompanied by William Russell, was taken to hospital. (Continued on Page 7.)

Threatens Bartender With Shotgun When He Can't Get Drink

Following an attack with a shotgun upon a bartender working at the Anderson saloon, 3907 Main street, late last night the police are searching for Jack Toomey of Cheshire Hill, who is a fugitive from justice upon a probable charge of assault with intent to kill. It is asserted that following the refusal of the bartender to serve Toomey, he is alleged to have said: "I will be back," and when he came back he had a fully loaded shotgun which he was prepared to discharge at the bartender when patrons of the place wrenched him from his grasp. The weapon is now in possession of the police as evidence.

Mullins Brings Suit Against Underwood Typewriter Company

Alleging that he has lost \$5,000 in commissions by being wrongfully discharged as agent for the Underwood Typewriter in this county, Frank H. Mullins of this city, has brought suit against the Underwood Co. for \$5,000. Papers were filed today in the superior court.

Mullins says he was given a contract by the Underwood Co., October 3, 1912, which was to run for five years, beginning in 1913. He performed his duties faithfully, he claims, but on April 13, 1915, was discharged without cause. According to the terms of his contract Mullins was to receive a 25 per cent commission on all machines sold at list price. The suit is returnable to the June term of court.

Simple Obsequies Over Mayor's Mother

In accordance with the simple wishes of Mrs. Mary Eliza Wilson, the funeral services held for her this afternoon were unpretentious. Rev. John R. Brown, pastor of the First Baptist church, of which Mrs. Wilson had been for years an active and devoted member, conducted the services at her late home, 133 Poplar street. There was an unusually large attendance of friends of both Mrs. Wilson and her son, Lieutenant-Governor and Mayor Clifford B. Wilson. Many beautiful floral tributes were about the casket. The honorary bearers were the deacons of the First Baptist church, including Marshall E. Morris, R. D. Whipple, W. J. Platt, George H. Noble, James Badie, F. C. Featherstone, William D. Cook and Louis A. Skinner. The burial was in Oaklawn cemetery, Fairfield. All the offices in the city hall were closed during the hours of the funeral in respect for Mrs. Wilson.